

Responses to Public Hearing Speaker Comments

This section provides responses to speaker comments received at the public hearing held for the project on November 16, 2017.

Summary of Speaker Comments Received at the Public Hearing

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11/16/2017

1 give it to one of our staff people and we'll get you up  
2 there. We're going to start with Mark Roberts and then  
3 Adrian Rodriguez and Robert Motola.  
4 And first thing I'd like to do is apologize for  
5 my reading. I left my reading glasses in the car. So --  
6 I'd like to try these -- so Assembly Member Dante Acosta's  
7 representative is Taylor Crayola. So I'm sorry if I  
8 butchered your name.  
9 Are there any other elected official reps here  
10 today?  
11 Okay. Well, then, Mark, would you please come  
12 up to the microphone? And charge ahead.  
13 MR. ROBERTS: First, I'd like to thank Caltrans  
14 for allowing us to speak on this matter. I looked -- my  
15 name's Mark Roberts. I live in the housing tract just  
16 north of the 118 between Sycamore and Tapo Canyon.  
17 Every day I drive on the 118 and I see going  
18 westbound from Erringer, they have a sound wall. Going  
19 eastbound from Tapo, the sound wall. In the middle of the  
20 city where it was originally going to meet, we've just  
21 been neglected. We were left out.  
22 There's a lot of homeowners in this area that we  
23 try to use our backyards. And even in our house, I just  
24 have to put double pane windows in. I try to use my  
25 backyard. It's almost unbearable because of the noise

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**Response(s) to Comment PH-1**  
**Mark Roberts**

As part of the proposed project, a soundwall is proposed along the edge of shoulder on the westbound SR-118 from Sycamore Dr. to Tapo Canyon Road. This proposed 14 ft. high soundwall is predicted to provide 7 – 10 decibels of noise reduction to impacted areas north of SR-118.

A 5 dBA noise reduction is considered to be readily perceptible while a 3 dBA change is considered barely noticeable. A difference in 10 dBA is considered doubling or halving of noise.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.

11/16/2017

1 coming from the freeway.  
2 More important for me rather than the widening  
3 as important as that is, is the sound wall, obviously.  
4 That's badly needed and it's well overdue.  
5 My only complaint about your schedule is the  
6 timing of it, that we have to wait an additional four  
7 years. Back in 1994 after the earthquake, Caltrans showed  
8 California and the nation how they can get things done  
9 when it needed to be done. The only thing I would say  
10 about your schedule is expedite this. We don't need to  
11 wait this long. Thank you.  
12 MR. KOSINSKI: Thank you.  
13 Adrian Rodriguez?  
14 And Robert Motola would be next.  
15 MR. RODRIGUEZ: Hi. My name is Adrian  
16 Rodriguez. I'm pretty new to Simi Valley. I've lived  
17 here about two years. Like I say, I love it here. I love  
18 the town.  
19 Like the gentleman before who mentioned, the  
20 sound wall is grossly overdue. Coming from where I lived  
21 before in Ventura to here, the backyard noise is out of  
22 control, but one thing I wanted to add to the gentleman's  
23 comment is behind my home, there's about 10' of space  
24 between my house and the back wall of my house is the  
25 freeway, and it's kind of like a big greenway there.

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**Response(s) to Comment PH-1**  
**Mark Roberts**

See previous page.

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8 California and the nation how they can get things done

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10 about your schedule is expedite this. We don't need to

11 wait this long. Thank you.

12 MR. KOSINSKI: Thank you.

13 Adrian Rodriguez?

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15 MR. RODRIGUEZ: Hi. My name is Adrian

16 Rodriguez. I'm pretty new to Simi Valley. I've lived

17 here about two years. Like I say, I love it here. I love

18 the town.

19 Like the gentleman before who mentioned, the

20 sound wall is grossly overdue. Coming from where I lived

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22 control, but one thing I wanted to add to the gentleman's

23 comment is behind my home, there's about 10' of space

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## Response(s) to Comment PH-2 Adrian Rodriguez

As part of the proposed project, Caltrans has identified noise impacted areas and has proposed soundwalls under both build alternatives at 5 locations, which are listed in Table 41 and shown in Figures 25 through 31.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.

11/16/2017

1           And I noticed that there is animals, raccoons,  
2 possums that live in that area. And I'm proposing to see  
3 if there's an option to actually extend the property line  
4 to the freeway or to do something with that space so that  
5 we can mitigate the animals in that area because at this  
6 point it's something that it is an issue. My dogs are  
7 constantly barking. I know my neighbors' dogs are  
8 constantly on the wall trying to chase these raccoons or  
9 whatever's back there. And I wanted to know if there's an  
10 alternative to propose to reduce the wild life or animal  
11 life that live in that area. They are a concern.

12           MR. KOSINSKI: Thank you. That's a very good  
13 point.

14           MR. RODRIGUEZ: Thank you.

15           MR. KOSINSKI: Robert? Robert Motola? And then  
16 Gary Hartuna.

17           MR. MOTOLA: Good evening. Thank you very much  
18 for listening to us this evening. My name is  
19 Robert Motola. Most people in the city probably know me  
20 as the President of RM Designs. I've owned an  
21 architectural firm here in town and have for the past 28  
22 years.

23           I live basically right off the 118 freeway,  
24 about 50 yards away from the Erringer Road sign eastbound.  
25 This is my backyard about, in 2007. This is one of three

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**Response(s) to Comment PH-2**  
**Adrian Rodriguez**

There is no option to extend property lines to the freeway. Highway planting provides aesthetic, safety, environmental mitigation, stormwater pollution prevention, and erosion control benefits. Aesthetically, planting helps integrate the highway within its natural or built environment to provide human scale and maintain an area's unique visual context. Functionally, highway planting provides safety benefits such as headlight glare reduction and windbreaks, and can also reduce the maintenance required to control graffiti. There is no alternative proposed to reduce wildlife or animal life.



11/16/2017

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2   possums that live in that area. And I'm proposing to see  
3   if there's an option to actually extend the property line  
4   to the freeway or to do something with that space so that  
5   we can mitigate the animals in that area because at this  
6   point it's something that it is an issue. My dogs are  
7   constantly barking. I know my neighbors' dogs are  
8   constantly on the wall trying to chase these raccoons or  
9   whatever's back there. And I wanted to know if there's an  
10   alternative to propose to reduce the wild life or animal  
11   life that live in that area. They are a concern.

12           MR. KOSINSKI: Thank you. That's a very good  
13   point.

14           MR. RODRIGUEZ: Thank you.

15           MR. KOSINSKI: Robert? Robert Motola? And then  
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### Response(s) to Comment PH-3 Robert Matola

To obtain a concise and clear picture of the safety performance of SR-118, the study area was divided into 29 half-mile segments for a total of 58 segments for both the westbound and eastbound directions. A detailed collision analysis for a 124-month study period (January 1, 2006 to April 30, 2016) was performed for each segment. A careful examination of the factors that contributed the most to collisions within the study period revealed that speeding, unsafe lane changes, and driving under the influence represented the primary causes that were attributed to approximately 94% of the total number of collision. Henceforth, it could be reasonably deduced that the existing roadway geometrics and design features were not a major contribution to accident rates and had little to do with the vast majority of collisions that took place along both directions of travel within the project limits. Accordingly, and based on this conclusion, a desired improvement plan for this corridor would mainly address its operational needs.

The purpose of the project is to provide traffic congestion relief, improve traffic operation, and accommodate projected traffic volumes. Alongside the anticipated operational improvements resulting from adding capacity to the roadway, safety enhancements in the form of new median barrier, outside soundwalls, improving mainline and ramps vehicle maneuvering through better weaving and merging, and eliminating or minimizing delays in travel time and consequently, diminishing motorists' frustration would follow suit. Also, continuous lines of rumble strips are required to be installed within the inside and outside shoulders along both directions of travel within the project limits. Furthermore, a standard 10 ft. outside shoulder would also need to be maintained for both directions of travel, and for the total length of the project limits, especially within segments that contain downslope embankments.

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1 cars that have come down near my residence. This is the  
2 only one that actually penetrated and took out 70' of my  
3 fence. Luckily, my wife and four children were not home  
4 and neither was I. I was at work. They were at school.  
5 She was at work as well.  
6 And, obviously, if we were home on our normal  
7 weekends as we always are with our pool and our backyard  
8 patio furniture that you'll see, scan through a couple of  
9 these, this would not have been as, you know, as it turned  
10 out, the driver was fine. She walked away. She was  
11 texting on her way to CSUN, and this is what I ended up  
12 with, one of my neighbors calling me and telling me I had  
13 the fire department and police in my yard.  
14 So this is something, obviously, that I've been  
15 dealing with since I owned the house since 1999. If  
16 anybody here lives within 100' of this freeway, you'll  
17 know that sound is not the only thing that is a problem  
18 that we have. We have issues, in my opinion which are far  
19 more dangerous, which are the fact that we probably have a  
20 lot more emphysema issues, coughing issues, bloody noses.  
21 We are probably six to eight times more susceptible to  
22 lung cancer due to the pathogens, carbon monoxide coming  
23 off of the freeway. And this, this is desperately needed.  
24 So I would really like you all to consider it and find a  
25 way to pay for it.

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### Response(s) to Comment PH-3 Robert Matola

Since the passage of Clean Air Act (CAA) and subsequent amendments, the Environmental Protection Agency (EPA) has established and revised the National Ambient Air Quality Standards (NAAQS). The NAAQS was established for six major pollutants or criteria pollutants that have been linked to potential health concerns. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property). The six criteria pollutants are ozone (O<sub>3</sub>), carbon monoxide (CO), particulate matter (PM), nitrogen oxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb).

Under the 1990 CAA Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to State Implementation Plan for achieving the goals of the CAA requirements. Also under the 1990 CAA Amendments, Congress mandated that EPA regulate 188 air toxics, which are also known as hazardous air pollutants. In the EPA's latest final rule on the control of hazardous air pollutants from mobile sources (72 FR 8430), the agency identified 93 compounds emitted from mobile sources. From this list of 93 compounds, EPA has identified nine as priority mobile source air toxics (MSATs). The high priority of these nine MSATs was based on EPA's 2011 National Air Toxics Assessment (NATA); and the MSATs are listed as follows:

- acrolein,
- acetaldehyde,
- benzene,
- 1,3-butadiene,
- Diesel particulate matter (diesel PM),
- Ethylbenzene,
- formaldehyde,
- naphthalene, and
- polycyclic organic matter (POM).

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, <https://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-reviewliteratureexposure-and-health-effects>) or in the future as vehicle emissions substantially decrease.

The Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy includes a collective commitment to reduce emissions from all transportation sources in compliance with SB 375, improve public health, and meet air quality standards. The proposed project was included in the regional emissions analysis conducted by SCAG for the conforming 2016 RTP/SCS. The project is also included in the 2016 RTP/SCS Amendment #2, as well as in the 2017 Federal Transportation Improvement Program (FTIP) Amendment #17-14. The project design and scope match the amended 2016 RTP/SCS Amendment #2, and the 2017 FTIP Amendment #17-14. The project's design concept and scope have not changed significantly from what was analyzed in the regional emission analysis. An Air Quality Conformity Analysis was prepared and submitted to the Federal Highway Administration on January 12, 2018. Based on the information submitted, FHWA found that the proposed project conforms with the State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. A copy of the project-level conformity determination letter from FHWA is included in Appendix E.

Thank you for attending the public hearing. Your support for the proposed project is acknowledged.

11/16/2017

1 I have no problem adding a few cents to my gas  
2 tax or a half percent on state tax. I have no issue with  
3 that.

4 MR. KOSINSKI: Okay. Thank you, sir.

5 We have Gary? And then Gabriella Owens.

6 MR. HARTUNA: In regards to alleviating traffic  
7 congestion and reducing air pollution, I have very serious  
8 misgivings about adding an extra lane on these parameters  
9 of 118.

10 From around 6:00, definitely by 6:30 in the  
11 morning, the 118 to the 23 to the 101 is a parking lot  
12 with thousands of people leaving Simi to work in -- I  
13 don't know -- Las Virgenes, Woodland Hills, Thousand Oaks,  
14 Newbury Park, Camarillo. Maybe some of these people go  
15 down to Oxnard and Ventura. It's a parking lot. They're  
16 crawling along at 30 if they're lucky, maybe at 40 miles  
17 an hour.

18 By 4:30 in the morning, from the 101/23  
19 interchange going north all the way around the curve into  
20 Simi Valley, that's a parking lot. People are crawling.  
21 Thousands of cars just creeping along.

22 If you want to reduce traffic congestion and air  
23 pollution, you build huge Park and Ride lots that can  
24 accommodate several thousand cars. They park their cars  
25 there. You have buses leaving every five minutes taking

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**Response(s) to Comment PH-4**  
**Gary Hartung**

The purpose of the project is to provide traffic congestion relief, improve traffic operation, and accommodate projected traffic volumes. The need for the proposed project is based on an assessment of the existing and future transportation demand in the project area compared to available capacity. The implementation of either of the two Build Alternatives could be expected to improve the operational capacity, and consequently the safety service level, for SR-118 and SR-23 within and beyond the project limits.

There are seven Park and Ride facilities (five State and two private lots) along SR-118 within the project limits, totaling 463 parking spaces. A multidisciplinary team was formed by Caltrans to determine how to expand the Park and Ride Program to better integrate these facilities into the State's transportation system. The purpose of the program is to identify the existing park and ride resources throughout Caltrans and determine how to transform these resources into more effective networks of park and ride facilities throughout California. One goal of the team is the creation of the tools needed to raise the visibility and improve the viability of park and ride lots in California.



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1 these people to where they work or close to it, dropping  
2 them off the freeway, having little commuter buses in the  
3 community taking them to where they work or extremely  
4 close to it, and getting thousands and thousands of cars  
5 off the street and reducing air pollution.

6 The smog level in L.A. has been going up and up  
7 and up. Thousands and thousands and thousands of people  
8 over the last 30 years have been getting very sick. This  
9 is absolutely stupid to think putting another lane on the  
10 freeway is going to reduce traffic congestion by thousands  
11 and thousands of cars. It makes no sense.

12 MR. KOSINSKI: Gabriella Owens, and then Sean  
13 Corrigan.

14 MS. OWENS: I live against the 118 freeway  
15 between Tapo and Galena. And commenting on the earlier  
16 picture of the man who had a truck in his backyard, I've  
17 had four vehicles come off the freeway behind my house.  
18 Three of them ended up against the back fence including an  
19 18-wheeler, and one ended up in the kitchen. So we were  
20 very lucky that no one was hurt.

21 Anyway, we have noise levels in our neighborhood  
22 that are objectionably loud up and down the block. We  
23 want the sound walls built. Should have been built when  
24 they widened the stretch east from -- they didn't start at  
25 Tapo. They started at that wash. That half mile should

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**Response(s) to Comment PH-4**  
**Gary Hartung**

Ventura County is served by seven public fixed-route bus operators, five public dial-a-ride operators, and four paratransit services for seniors and people with disabilities. Ventura County is also served by two Los Angeles-based bus operators (LA Metro and LA DOT), two rail operations (Metrolink and Amtrak), and several private carriers that serve portions of the county. These services are funded and operated by the Ventura County Transportation Commission (VCTC), the Gold Coast Transit District, the County of Ventura and individual cities within the county.

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**Response(s) to Comment PH-5**  
**Gabriella Owens**

As part of the proposed project, Caltrans has identified noise impacted areas and has proposed soundwalls under both build alternatives at 5 locations, which are listed in Table 41 and shown in Figures 25 through 31.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.

11/16/2017

1 have had a sound wall in. And in fact we were promised a  
2 sound wall many, many years before that.

3 So we want to make sure the sound wall, that  
4 Sound Wall Number 5 is built all the way from Galena all  
5 the way to Tapo Canyon and doesn't stop at the end of your  
6 project area which is 4/10 of a mile west of Tapo Canyon.

7 We also want to know the list of sound walls, 1  
8 through 5, is that list in order of priority or is it just  
9 geographically listed?

10 MR. MORENO: It's just geographic.

11 MS. OWENS: Okay, good. And I did see the sound  
12 abatement measures may BE changed at some point. We want  
13 to make sure that we say we disagree with any change that  
14 removes any of the sound walls, and we'd like the sound  
15 wall sooner rather than later.

16 MR. KOSINSKI: Sean, there you are.

17 MR. CORRIGAN: Good evening. I'm Sean Corrigan,  
18 Public Works Director for the City of Moorpark. Thank you  
19 for good work so far in letting us have the opportunity to  
20 come. The City of Moorpark is very supportive of the  
21 proposed sound wall at location number 1 to protect the  
22 Arroyo mobile home community.

23 Additionally in the preliminary plans, there are  
24 many wild life corridor protections that we're in support  
25 of that. And we'd like you to also consider on the Arroyo

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**Response(s) to Comment PH-5**  
**Gabriella Owens**

The following construction noise minimization measure has been added in section 2.2.7 (Noise), "Where practical, feasible, and reasonable, proposed soundwalls shall be constructed in the beginning of each project phase as a means of minimizing any impact on the sensitive receptors".

11/16/2017

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2 sound wall many, many years before that.

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10 MR. MORENO: It's just geographic.

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13 to make sure that we say we disagree with any change that  
14 removes any of the sound walls, and we'd like the sound  
15 wall sooner rather than later.

16 MR. KOSINSKI: Sean, there you are.

17 MR. CORRIGAN: Good evening. I'm Sean Corrigan,  
18 Public Works Director for the City of Moorpark. Thank you  
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**Response(s) to Comment PH-6**  
**Sean Corrigan, City of Moorpark – City Engineer/Public Works Director**

The proposed soundwall is discussed further in this document. The soundwall is labeled as SW-205 and discussed in section 2.2.7 (Noise).



11/16/2017

1 Simi bridges whether it's Alternative 2 which we prefer or  
2 Alternative 3, that suicide barriers be placed on that  
3 rather than the short, standard Caltrans walls that have  
4 been depicted in the preliminary design.

5 In the 20 plus years since those bridges have  
6 been in service when the two freeways were connected,  
7 unfortunately we've had 11 people jump from the bridge.  
8 So we think we should do some improvements to address that  
9 issue. Thank you.

10 MR. KOSINSKI: Thank you. Sorry to hear that.  
11 That's terrible news.

12 Debra Tash? And then Danny Estrada. Debra?  
13 T-a-s-h? Maybe she left.

14 Okay. Danny Estrada? Then David Davidson.

15 MR. ESTRADA: Good evening. My name's Danny  
16 Estrada. I live on Phyllis Street. My backyard is  
17 basically the 118 freeway. And my recommendation is just,  
18 in all phases, the first thing to do is just put up the  
19 sound walls, period, before the paving, before anything.  
20 That's basically going to keep construction noise down to  
21 a minimum, the additional road noise that's going to be  
22 coming for the widening of the freeway to a minimum. So  
23 that's what I'm basically recommending is that all those,  
24 the sound walls go up first in all areas, all the way  
25 across the 118. Then you guys do whatever you want to do

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**Response(s) to Comment PH-6**  
**Sean Corrigan, City of Moorpark – City Engineer/Public Works Director**

The recommended barriers on the Arroyo Simi Overhead will be considered during the final design phase.

11/16/2017

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2 Alternative 3, that suicide barriers be placed on that  
3 rather than the short, standard Caltrans walls that have  
4 been depicted in the preliminary design.

5 In the 20 plus years since those bridges have  
6 been in service when the two freeways were connected,  
7 unfortunately we've had 11 people jump from the bridge.  
8 So we think we should do some improvements to address that  
9 issue. Thank you.

10 MR. KOSINSKI: Thank you. Sorry to hear that.  
11 That's terrible news.

12 Debra Tash? And then Danny Estrada. Debra?  
13 T-a-s-h? Maybe she left.

14 Okay. Danny Estrada? Then David Davidson.

15 MR. ESTRADA: Good evening. My name's Danny  
16 Estrada. I live on Phyllis Street. My backyard is  
17 basically the 118 freeway. And my recommendation is just,  
18 in all phases, the first thing to do is just put up the  
19 sound walls, period, before the paving, before anything.  
20 That's basically going to keep construction noise down to  
21 a minimum, the additional road noise that's going to be  
22 coming for the widening of the freeway to a minimum. So  
23 that's what I'm basically recommending is that all those,  
24 the sound walls go up first in all areas, all the way  
25 across the 118. Then you guys do whatever you want to do

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**Response(s) to Comment PH-7**  
**Danny Estrada**

Your recommendation has been incorporated as a construction noise minimization measure as follows, “Where practical, feasible, and reasonable, proposed soundwalls shall be constructed in the beginning of each project phase as a means of minimizing any impact on the sensitive receptors”.

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1 after that.

2 MR. KOSINSKI: Excellent point, Danny.

3 David Davidson?

4 MR. DAVIDSON: Yes.

5 MR. KOSINSKI: And then Linda --

6 MS. CORKILL: -- Corkill?

7 MR. KOSINSKI: That's it.

8 MR. DAVIDSON: My name's David Davidson. I'm

9 going to ask a question. After my question I ask, I'm

10 going to explain why, about my question for better

11 understanding.

12 My question is have you had any plan to add

13 off-ramp, on-ramp or frontage road in your project area

14 because there is a 30,000 people going to be added into

15 your project area. As soon as they look, they can get

16 hand on the pavement. And this is my question. Now

17 explanation on how are you getting this 30,000 people.

18 In 2005, behind the college, there would come

19 over to 2500 house, and they take the permit to project to

20 City Hall. City Hall people, they propose, because they

21 say the Collin Drive doesn't have the capacity for the

22 college and for that project.

23 Then they come over a little bit south, I mean

24 east of the Collin Drive, there's a channel, flood control

25 channel. They tried to put up this big off-ramp over the

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**Response(s) to Comment PH-7**  
**Danny Estrada**

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2 MR. KOSINSKI: Excellent point, Danny.

3 David Davidson?

4 MR. DAVIDSON: Yes.

5 MR. KOSINSKI: And then Linda --

6 MS. CORKILL: -- Corkill?

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**Response(s) to Comment PH-8**  
**David Davidson**

There are no plans to add ramps nor frontage roads as part of this project.



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1 high off-ramp and dropped it. It couldn't go through  
2 because they say contractor, I mean the developer has to  
3 make that cost, carry the cost. It didn't go through.  
4 Plus the City, the people, they didn't want because they  
5 say the traffic going to be more than the Collin Drive  
6 could handle.

7 Then right next to it, there's a -- this is 35,  
8 2500 houses. There's another 2500 houses approximately  
9 east. I have to explain. You're going to ask me where I  
10 come with this 30,000 people. It says, "Time is out."  
11 Maybe I have a few more minutes.

12 MR. KOSINSKI: Go ahead. One more minute.

13 THE WITNESS: They have another project, 2500,  
14 right at the west plus they have another 2500 south of the  
15 freeway and they add 7500. And if each family have four  
16 people, so this is 30,000.

17 And do you have any plans to add off-ramp,  
18 on-ramp or frontage road, and all going to impact within  
19 your project area. Thank you.

20 MR. KOSINSKI: Okay. Thank you.

21 The answer to your question is no, we have no  
22 plans to work on any of the ramps.

23 MR. DAVIDSON: Okay. Thank you.

24 MR. KOSINSKI: Next up, Linda and then  
25 Stephanie.

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**Response(s) to Comment PH-8**  
**David Davidson**

The need for the proposed project is based on an assessment of the existing and future transportation demand in the project area compared to available capacity. There are no plans to add ramps nor frontage roads as part of this project.

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1 MS. CORKILL: Hi. I need a point of  
2 clarification on the sound wall.  
3 THE REPORTER: I'm sorry. Can you state your  
4 name, please?  
5 MS. CORKILL: I'm sorry?  
6 THE REPORTER: Your name.  
7 MS. CORKILL: Oh, I'm sorry. I'm Linda Corkill.  
8 I'm a resident homeowner in Simi Valley. I've lived here  
9 since 1962. I live on Reservoir Drive, so on the side.  
10 So I need a point of clarification on the sound  
11 wall because we need to have the sound wall also from  
12 Sycamore to Galena. And I didn't -- the impression I got  
13 in the paperwork was different from what I heard said. So  
14 I would like that, but also the noise level starts about  
15 5 o'clock in the morning, goes all day into the night and  
16 when I'm gardening on weekends, you can't hardly hear  
17 anything else other than the traffic.  
18 Also I don't think that Cody Hoffman would have  
19 been killed had there been a sound, the sound wall there.  
20 He's the 21-year-old that hit the curb and went into the  
21 tree.  
22 So what have you got to say?  
23 MR. MORENO: You mean in regard to the 118  
24 between Sycamore and Galena?  
25 MS. CORKILL: Uh-huh.

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Response(s) to Comment PH-9  
Linda Corkill

Assuming that your residence is located north of the State Route 118, as part of the proposed project, a soundwall is proposed along the edge of shoulder on the westbound SR-118 from Sycamore Dr. to Tapo Canyon Road. This proposed 14 ft. high soundwall is predicted to provide 7 – 10 decibels of noise reduction to impacted areas north of SR-118.

A 5 dBA noise reduction is considered to be readily perceptible while a 3 dBA change is considered barely noticeable. A difference in 10 dBA is considered doubling or halving of noise.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.

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1 MR. MORENO: Yes. It extends from Sycamore to  
2 just short of Tapo Canyon Road. It means an existing  
3 sound wall on that end.

4 MS. CORKILL: Okay. And how tall will it be?  
5 It will be block, right?

6 MR. FATEH: Between 12 to 14.

7 MS. CORKILL: About 12' to 14' high? Okay.  
8 Because I want to make sure that we get the sound wall.

9 Thank you. That's all.

10 MR. KOSINSKI: Definitely looks like Kelly?  
11 K-i-l-e-y or something like that. Anyway, I'm sorry about  
12 that. Not here? Going once?

13 MR. CURLEY: I'll take it. It might be mine. I  
14 have a strange way of printing.

15 MR. KOSINSKI: If that's yours --

16 MR. CURLEY: Yes, it's probably me. It's  
17 Stephen Curley. So we'll go with Kelly, though, for the  
18 sake of argument.

19 Good evening. Thank you everybody. I don't  
20 think we're, anybody would say that we're not here for the  
21 same reason and that's a sound wall. With all due respect  
22 to you gentlemen, we're not interested in your project.  
23 We really aren't. We're interested in the sound wall.  
24 They should come off the top of any projected budget. And  
25 then from that point, move forward.

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**Response(s) to Comment PH-9**  
**Linda Corkill**

See previous page.

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2 just short of Tapo Canyon Road. It means an existing  
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**Response(s) to Comment PH-10**  
**Stephen Curley**

As part of the proposed project, Caltrans has identified noise impacted areas and has proposed soundwalls under both build alternatives at 5 locations, which are listed in Table 41 and shown in Figures 25 through 31.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.



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1           The reason for your project is over-development  
2   in the city who also get a free ride on sound walls before  
3   those of us who have spent 40 and 50 years in the city up  
4   against Highway 118, i.e., Cooner.

5           Who's paying for that sound wall? The City of  
6   Simi Valley or Caltrans? How about the famous now and  
7   economically fabulous Simi Valley Town Center? Who's  
8   picking up the tab on that landscape, sound wall, et  
9   cetera?

10          Think about it. These are the good folks that  
11   keep your nickel in your pocket. So when it comes time to  
12   vote in December, we come first.

13          Thank you very much.

14          MR. KOSINSKI: Thank you, sir.

15          Okay. I do not have any more comment cards. Is  
16   there anybody else that would wish to come up and speak?

17          Just one more minute?

18          You have a brilliant idea that just came up. I  
19   should mention that Caltrans is only legally responsible  
20   for building walls when we do freeway widenings. If sound  
21   walls are to be built without the freeway, the County of  
22   Ventura would have to pay for those walls, just for your  
23   information.

24          Okay. I think I can close the hearing now?

25   Okay. One more person?

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**Response(s) to Comment PH-10**  
**Stephen Curley**

The need for the proposed project is based on an assessment of the existing and future transportation demand in the project area compared to available capacity.

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1           You've already talked once.

2           MR. HARTUNA: Well, I've got another comment.

3           MR. KOSINSKI: I know you talked for a long  
4 time, but I'm just saying...

5           MR. HARTUNA: Well, that's too bad. I've got a  
6 lot to say.

7           MR. KOSINSKI: I know you do.

8           Yes, sir?

9           MR. OWENS: My name is Gregory Owens. My wife,  
10 Gabriella, spoke earlier about, she mentioned the sound  
11 wall. And when you mentioned that whenever you widen the  
12 freeway, you're responsible for a sound wall? We live at  
13 the end of Night Wood Circle.

14           The first part of your project from the L.A.  
15 County line to Tapo Canyon went right past our house.  
16 Behind us, we have four lanes. I got to tell you. Every  
17 morning, every afternoon when people are commuting, they  
18 hit that fourth lane. They downshift. They floor it, and  
19 you come straight up out of bed.

20           If we're trying to sit down in our back patio,  
21 we can't even hear ourselves think. So why didn't we get  
22 the sound wall then? If you widened it to four lanes, we  
23 should have had one then.

24           Am I wrong on that?

25           MR. KOSINSKI: No, you're generally right.

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**Response(s) to Comment PH-11**  
**Gregory Owens**

As part of the proposed project, Caltrans has identified noise impacted areas and has proposed soundwalls under both build alternatives at 5 locations, which are listed in Table 41 and shown in Figures 25 through 31.

Ventura County Transportation Commission (VCTC) is the funding agency for this widening project. Noise abatement measures have been considered and proposed in the form of sound walls because of the noise impacts created by this project. VCTC is also the funding agency for the retrofit sound wall projects, in which only sound walls are designed and constructed for qualified residential areas.